

2013 Report to the Joint Committee on Transportation Oversight

# *The Road* **AHEAD**





## In This Report . . .

The 2013 Report to the Joint Committee on Transportation Oversight provides a comprehensive account of MoDOT's projects and finances from July 1, 2012 to June 30, 2013 and demonstrates our commitment to fiscal responsibility and wise use of taxpayer dollars. In addition to explaining our project planning process, the report lists the projects included in the 2014-2018 Statewide Transportation Improvement Program, our five-year transportation project schedule.

### Financial Management in Good Shape

A team of independent auditors determined that our finances meet generally accepted accounting principles – which shows we're being accountable with the resources we're given. It is the 14th consecutive year that MoDOT has received an opinion meaning that the agency's financial statements are sound.

## Safety First

### Highway Deaths Trend Downward, But Many Still Not Buckling Up

Traffic fatalities on Missouri roads climbed slightly in 2012, following a six-year decline. And although traffic fatalities have trended downward since 2005, still, in those eight years 7,616 lives have been lost. Even one is too many.

2005	1,257	2009	878
2006	1,096	2010	821
2007	992	2011	786
2008	960	2012	826

Strategic investments in engineering, emergency medical services, enforcement and education have been proven to reduce fatalities and serious injuries. Much of the progress made in making Missouri's highways and bridges safer in the past decade occurred because of temporary funding streams made possible by Amendment 3 in 2004 and federal funds from the American Recovery and Reinvestment Act.

Maintaining Missouri's system and improving its safety with temporary funding options is over. Without continued attention, the safety of Missouri citizens will be compromised.

Seat belt surveys continue to show that 21 percent of the general public and one-third of teens still do not use seat belts. Missouri's 79 percent overall rate (just 67 percent for teens) is seven percent under the national average of compliance. This is a concern because during the past three years, 69 percent of individuals killed in crashes in Missouri were unrestrained. And the number of unbelted teens killed in crashes during the last three years is even higher – 75.4 percent.

### Bumps in the Road

The downward turn in transportation revenue means it is inevitable that the condition of Missouri's roads and bridges will deteriorate. MoDOT's purchasing



power has been severely compromised with no change in fuel taxes over the past 20 years; a period of time during which the staples of the industry – concrete, asphalt and steel – have doubled and tripled.

Seventy percent of MoDOT's funding comes from federal and state fuel taxes. But with higher fuel prices, people are driving less. And, cars are more fuel efficient than ever. That's good for the environment, but bad for transportation funding. Fuel tax revenues have become a declining revenue stream.

Consequently, after a six-year period during which MoDOT's construction budget averaged \$1.2 billion as a result of temporary funding flows from Amendment 3 and the federal government, it has now slid to about \$700 million per year. That is barely enough to maintain the state's extensive system much less deliver the kind of projects that improve safety, reduce congestion and produce jobs.

In five short years, it is projected that MoDOT funding for road and bridge construction will drop to \$425 million at best. That's far short of what is needed to maintain Missouri's network of nearly 34,000 miles of highways and 10,400 bridges.

## Progress in 2013

- We are proud of the work we have been able to accomplish this year despite a significantly decreased budget.
- We have a huge system – nearly 34,000 miles of highways and 10,400 bridges.
- Our roads are in better condition – 88.5 percent of major roads are in good condition, but it's unlikely they will stay that way.
- Fatalities in Missouri are the lowest since the 1940s, but still: 7,616 lives have been lost on the state's roadways in the past eight years.
- We continue to bring projects in on time and under budget.

- 85 percent of Missourians are satisfied with us, including a record 32 percent who say they are highly satisfied.
- We were recognized for having two of the most innovative projects in the country – the Safe & Sound Bridge Improvement Program, which repaired or replaced more than 800 of the state's poorest bridges, and the Route 5 Shared 4-Lane project in Camden and Laclede Counties. Safe & Sound won the "People's Choice" award in the "America's Transportation Awards" competition as one of the nation's two best projects. Safe & Sound received more than 330,000 votes from across the country. The Shared 4-Lane won regional honors in the same competition.

## New Leadership

### Missouri Highways and Transportation Commission

Governor Jay Nixon appointed three new members to the Missouri Highways and Transportation Commission in 2013. Kelley Martin (R-Kansas City) and Gregg Smith (D-Clinton) were appointed in June to replace former commission chairs Rudy Farber and Grace Nichols, whose terms had expired. In October, Bryan T. Scott (D-St. Louis) was appointed to fill a vacancy on the commission that had existed since February of 2012.

### Missouri Department of Transportation

MoDOT reinvented its executive team in 2013 with a new director, chief engineer and assistant chief engineer. Dave Nichols, formerly the chief engineer, moved into the director's chair in April. St. Louis District Engineer Ed Hassinger became the chief engineer in May, and Kathy Harvey became his assistant in August. She had most recently been MoDOT's State Design Engineer. They join Chief Financial Officer Roberta Broeker as the department's executive leadership.



## MoDOT remains committed to:



- Keeping our roads and bridges in the best condition we can for as long as we can with the resources we have;
- Keeping our citizens and our employees safe; and
- Delivering outstanding customer service.

## A Vision for Missouri's Transportation Future

### MoDOT has been "On the Move."

In January, MoDOT launched a public engagement program – "On the Move – to learn what Missourians want from their transportation system over the next 20 years. The effort is being used to update Missouri's federally required long range transportation plan, a draft of which was presented to the Missouri Highways and Transportation Commission in early November.

On the Move engaged thousands of Missourians from January through July at a series of 17 listening sessions and during mobile tours that visited Missourians where they live, work and play. The mobile tours visited 232 communities in all 114 Missouri counties – traveling 25,225 miles in all – and generated more than 12,000 suggestions from Missourians. Those suggestions ranged from high-level operational priorities to location-specific projects.

The facilitated discussions with transportation stakeholders at the listening sessions in concert with the suggestions received from the mobile tours allowed MoDOT to develop four goals for the state's transportation future:

- Take care of the transportation system and services we enjoy today.
- Keep all travelers safe, no matter the mode of transportation.
- Invest in projects that spur economic growth and create jobs.
- Give Missourians better transportation choices (more viable urban and rural transit, friendlier bike and pedestrian accommodations, improvements in rail, ports and airport operations).

Making progress to meet those goals, however, will be difficult. MoDOT Director Dave Nichols said, "It's clear that what Missourians want from their transportation system far exceeds the revenue we forecast will be available for transportation over the next 20 years."

Commission Chairman Joe Carmichael added, "In our current situation, in just a few years we'll have a hard time just maintaining the system of roads and bridges that we have, much less doing anything to address these other goal areas. It's clear that an investment in transportation is going to be needed, or tough choices will need to be made."

"We've taken extreme efforts to put every possible dollar into the system," Nichols said. "We've cut our staff by 1,200, closed buildings and sold equipment. But the bottom line is that we cannot cut ourselves to a better transportation system."

Following a 45-day public comment period that runs through the end of 2013, MoDOT will make adjustments to the long range transportation plan as warranted, then take a final plan to the commission for approval.

More information is available online at [www.missourionthemove.org](http://www.missourionthemove.org)

"This plan should be of interest to every Missourian because transportation is an issue that touches everyone," Carmichael said. "We will continue to look to Missourians for help in sharpening the vision for transportation in our state."



## Transportation Funding Proposals

In January 2013, following eight months of public forums across the state, the Blue Ribbon Citizens Committee on Missouri Transportation Needs issued a report that said Missouri needs to spend an additional \$600 million to \$1 billion per year to deliver the kind of transportation system that is desired by Missourians.

Later that month, Missouri Highways and Transportation commissioners suggested a proposal to provide additional resources of nearly \$8 billion through a temporary 10-year one-cent sales tax dedicated to transportation purposes, and would be shared with cities and counties.



In February, joint resolutions to do just that were introduced in the General Assembly by Senators Mike Kehoe and Ryan McKenna and Representatives Dave Hinson and Dave Schatz. Although ultimately unsuccessful, the discussions demonstrated widespread interest in the need for additional investment in Missouri's multi-faceted transportation system.

Because of that support, an organization called "Missourians for Safe Transportation and New Jobs" filed language in September with the Missouri Secretary of State that would launch an initiative petition process to allow voters to approve new funding for Missouri's transportation system along much the same lines as the proposals described above.

If the initiative petition process is successful, the proposal will be on the ballot for the November 2014 general election.

## MoDOT Moves Forward from Tough Cuts

By mid-summer MoDOT had achieved virtually all the goals of the Bolder Five-Year Direction adopted in June 2011 by the commission in order to put every possible dollar onto the state's system of roads and bridges. In two years, MoDOT reduced its staff by 1,200, closed 131 facilities and reduced its fleet by more than 750 units. The cuts had resulted in \$497 million in savings – approaching the established goal of \$512 million by 2015. The final goal – divesting itself of the shuttered facilities – is expected to be reached in 2014. Without these actions, MoDOT's annual construction budget would be \$100 million less than it is.

## People Vote Safe & Sound One of the Nation's Best Projects

MoDOT's Safe & Sound Bridge Improvement Program, which built more than 800 new bridges across the state, won the People's Choice Award in the America's Transportation Awards competition sponsored by the American Association of State Highway and Transportation Officials, AAA and the U.S. Chamber of Commerce.



The project was chosen in a public vote and received more than 330,000 votes from across the nation. Its designation meant it was considered one of the nation's two best projects completed in 2012 – and made Missouri one of only four states that have won more than once in this seven-year-old competition. The project was completed 14 months ahead of the schedule committed to by Safe & Sound's design-build contractor, KTU Constructors, and under the program's \$685 million budget. Every county in the state had at least one bridge on the program.

"We are thrilled to have won this award," Director Nichols said. "It was truly a unique project that benefitted all Missourians, and was successfully completed through the efforts of our employees and our many partners in the Missouri engineering and construction communities."

The award carries with it a monetary donation for a charity of the department's choice. MoDOT will contribute the money to CureSearch for Children's Cancer, which funds and supports targeted and innovative children's cancer research. There is a personal connection between the Safe & Sound project and CureSearch. KTU Constructors' project director Harry Koenigs and his wife Robin lost their son Jake to a form of children's cancer in 2006.

## Safety Begins with Me

A new employee safety program began in July to recognize all eligible safety-sensitive and non-safety-sensitive employees, and safety-sensitive work units, who have an exceptional work safety record within a calendar year. These employees and work units will have met the safety commitments of:



### **I'm Safe**

*I will use my knowledge, awareness and attitude to make me a safe employee.*



### **What I Use is Safe**

*I will properly use personal protective equipment procedures, equipment and materials to ensure my safety.*



### **Where I Am is Safe**

*I will ensure my environment, building and job site are prepared and maintained to ensure my co-workers and I are safe.*



### **My Customers are Safe**

*I will consider the impact of my decisions and actions on my customers.*



### **So We Go Home Safe**

*I will share safety information with my team and I speak up when I see something unsafe.*

## Day of Remembrance

MoDOT began new tradition – an annual Day of Remembrance – to honor the memory of employees who died in service to the state of Missouri. The first observance



was held September 19, and henceforth will be held on the third Thursday of September. The date coincides with the 2012 death of Clifton Scott, who was killed on Interstate 70 while working an accident scene in his role as a motorist assist operator.

Records indicate that 131 MoDOT employees have died while working on the roadside, in shops and sheds or as a result of a crash on the way

to a meeting. Unfortunately, the exact number of fallen colleagues is unknown. Reliable records are available only since 1946.

Chief Engineer Ed Hassinger led an afternoon ceremony at Central Office during which the names of all 131 known fallen workers were read aloud. Troopers from the Missouri State Highway Patrol, Troop F, presented the colors. Following a moment of silence, employees, led by Assistant Chief Engineer Kathy Harvey, renewed their commitment to safety by reciting the safety commitment: “I will make safety my highest priority and do everything within my power so everyone goes home safe every day.”

## MHTC Approves A Shrinking STIP

The 2014-2018 Statewide Transportation Improvement Program, or STIP, was approved by the Missouri Highways and Transportation Commission on July 9. The STIP lists all transportation projects planned by state, metropolitan and regional planning agencies for a five-year period.

“With help from our planning partners, we have determined what projects are priorities over the next five years,” said MoDOT Director Dave Nichols. “Projects listed in the STIP represent our commitments to the state of Missouri, and the STIP puts them on a schedule for completion.”

Several years ago, the STIP contained over a billion dollars’ worth of new road and bridge construction projects each year, generating jobs, boosting the economy and expanding the safe and efficient movement of people and goods across the state and the country.

Today’s STIP, though, looks very different – at about \$700 million in fiscal year 2014 and declining thereafter.

“Roadway resurfacing, preventative maintenance, and rehabilitation projects make up the majority of the program,” said Nichols. “This is the kind of work that will maintain the existing transportation system for a while, but it won’t last forever.”

“We are committed to taking care of our system for as long as we can with the resources we have,” said Nichols. “But we face big challenges because we are dependent on fuel taxes as a revenue source, and that resource is dwindling as cars get more fuel efficient and people drive less as a result of high gas prices.”

## High-Profile Bridge Projects

A number of major bridge projects either broke ground, neared completion or opened to traffic during 2013, and three of those structures are in the St. Louis area.

- **Stan Musial Veterans Memorial Bridge** – The new Mississippi River crossing in St. Louis will open early in 2014, serving as the primary route for Interstate 70 across the river and relieving much of the stress on the William L. Clay Sr. Bridge (formerly known as the Poplar Street Bridge).
- **Blanchette Bridge** – The westbound I-70 Blanchette Missouri River Bridge reopened in August, two months ahead of schedule following a \$64 million rehabilitation project.
- **I-64 Daniel Boone Bridge** – Work got underway in July on a new I-64 span of the Missouri River connecting St. Louis and St. Charles Counties. The \$111 million project will build a new bridge to replace the 80-year-old bridge.



It will also remove the existing westbound bridge, and build a new Chesterfield Airport Road interchange. The project will build a continuous westbound fourth lane from the Chesterfield Airport Road entrance ramp to the Route 94 exit ramp and will add a shared-use path on the new eastbound bridge connecting the KATY trail to the Monarch Levee Trail. It's scheduled to be completed in fall 2015.

- **Hurricane Deck Bridge** – A major bridge project at the Lake of the Ozarks was completed in September when a new Hurricane Deck Bridge spanning the Lake's Osage arm was opened to traffic. The new \$32.3 million structure replaced the old bridge that had been in service since 1936.
- **Osage River Railroad Bridge** – The last single-track bottleneck for freight and Amtrak trains traveling between St. Louis and Kansas City was removed in November when a new bridge over the Osage River east of Jefferson City was completed. The \$28.3 million project was funded by the American Recovery and Reinvestment Act.

## Bringing Innovation to MoDOT Projects

The innovative spirit of MoDOT engineers and industry partners was displayed repeatedly in 2013. Three more diverging diamond interchanges were completed, bringing improved safety and traffic flow to particularly busy locations in Joplin, Columbia and St. Peters. In 2009, MoDOT was the first department of transportation in the U.S. to build a diverging diamond interchange at the I-44/Route 13 interchange in Springfield. Now, 14 of the configurations are in operation in Missouri – nearly half of the nation's 30 – and seven more are in development.

Another innovative design – the shared four-lane highway on Route 5 between Camdenton and Lebanon – won the Governor's Award for Quality and Productivity and was also saluted by AASHTO as one of the nation's best projects in the Midwest.

In July, MoDOT received the 2013 Value Engineering Award from the American Association of State Highway Transportation Officials for a design change suggested by a subcontractor working on the Stan Musial Memorial Veterans Bridge in St. Louis that resulted in an \$845,669 savings to the project. The value engineering change proposal related to the original conduit system designed to accommodate various electrical service feeds on and across the bridge structure. St. Louis-based BRK Electri-

cal Contractors proposed to replace the conduit with an aluminum tray system, an innovative solution not previously used by MoDOT. Their approach saved construction time and costs and allowed for increased worker safety. It also provides for additional capacity and simplifies future maintenance operations.

MoDOT continues to enjoy great success with the design-build project delivery method. Three design-build projects are under construction and due to be completed in 2014 and 2015 – the final phase of the Page Ave./Route 364 extension in St. Charles County, the replacement of the I-70 Manchester Bridges in Kansas City, and the I-64 Daniel Boone Missouri River Bridge in St. Louis. Two other future projects are in the procurement phase – the U.S. Route 69 Bridges over the Missouri River separating Platte County, Missouri and Wyandotte County, Kansas and the U.S. Route 60 Freeway in Rogersville.

## Airports Worth Billions to Missouri

A study completed by MoDOT in 2013 revealed that 108 of the airports it helps support contribute 100,621 jobs with a payroll of \$ 3.1 billion to the Missouri economy. When all economic activities are considered, total annual economic output of Missouri's system of airports is estimated at \$11.1 billion, 4.3 percent of the gross state product.

Using Federal Aviation Administration guidelines, the Missouri Statewide Airports Economic Impact Study looked at direct and indirect impacts nine commercial and 99 public-use airports make to Missouri's economy. It indicated that the economic contribution of Missouri airports grew 17.1 percent in the past decade – despite the economic recession which began in 2007. Though airports support many types of unique users, growth was fueled largely by an increase in business activity.

Missouri's commercial airports provide access to destinations worldwide and bring in millions of visitors. In 2012, an estimated 6.2 million travelers arrived in Missouri via commercial airports and more than 260,000 arrived on general aviation aircraft. While here, they spent money on hotels, shopping, entertainment and other activities. These purchases, as well as direct impacts such as airport concessions, air cargo and flight school activities, have a spin-off effect, boosting the local economy.





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